

DETROIT INTERMODAL FREIGHT TERMINAL PROJECT
Public Meeting Notes
September 16, 2003 - 4:30 to 8:30 p.m.
Edison Oakland Public School Academy
22111 Woodward Avenue, Ferndale

Purpose: This was the second in a series of four public meetings to inform the public of the practical alternatives for intermodal terminal development.

Attendance: See attachment.

Discussion:

Bob Parsons opened the meeting, welcomed those in attendance, and introduced Mohammed Alghurabi and Joe Corradino. Joe Corradino then proceeded to present approximately 30 minutes of information. A question-and-answer period followed. Questions (Q), comments (C), and responses (R) follow:

C: I am a resident of the area for 12 years. With all the new tracks being developed at Moterm, there will be 2½ times as much noise. What is to be done about noise? Don't forget we fought the racetrack at the Fairgrounds that was going to ruin our quality of life. Can the tracks be placed below ground level?

R: It is recognized that noise is an issue. Noise walls will be provided as mitigation, if criteria are met. Walls can be built close-in to the rail yards to try to increase their effectiveness against train noise. The track cannot be laid below grade because there are bridges and other factors that control the grade.

Q: What would the budget be for noise walls?

R: It is not known at this time, but will be known once potential noise wall locations are identified. That information will be made public when it is available.

C: We are circulating petitions for people to sign and hope to circulate these to the Governor in opposition to intermodal terminal expansion. For those opposed to the project, you can go to a Web site, F42003@yahoo.com.

Q: A Ferndale Councilman asked whether there are any grants to support the City when infrastructure costs increase?

R: If the DIFT project were approved, there will be federal investment in local roads that serve the terminals.

Q: Ferndale's City Attorney asked what the recompense would be for the loss to the tax base?

R: The effects on taxes and the tax base will be addressed as the DIFT Study advances. That information will be made public. A way to capture the economic effect of intermodal development and return it to the host community is being discussed.

Q: As a resident of the area for 45 years, I have seen truck traffic increase more and more. Now the road to the Fairgrounds is gone.

R: One concept being studied as part of the DIFT project is to reestablish the bridge over 8 Mile Road to the Fairgrounds which will help intermodal truck movement on 8 Mile Road. There will be mitigation for noise and air quality, as conditions warrant. The question is whether the railroads would do anything to mitigate problems without the partnership with the state and federal governments brought by Alternative 2 in Ferndale.

Q: What about the doubling of trucks?

R: EPA has instituted a number of regulatory measures that have significantly reduced air pollutants produced by autos. The same type air pollution controls will now be applied to diesel trucks as new EPA regulations are implemented. Diesel engines must become cleaner; and, by 2007, 90 percent of the sulfur in diesel fuel will be removed by EPA mandate.

Q: If the Ferndale intermodal yard were expanded, what could be done to make it a good neighbor?

R: Much has been achieved already in the consent decree. This is a good starting point for a mitigation program. There will be a Memorandum of Agreement as a part of any FEIS to address the railroads' commitment to mitigation.

Q: How does the DIFT project stand to benefit Ferndale?

R: There is the opportunity for better access, control of lighting, noise mitigation, funding from the wealth created by intermodal, and jobs.

Q: Will you put that in writing?

R: There are no commitments at this point. Commitments will be presented in the FEIS.

Q: What will happen to the houses on the east side of the Ferndale facility? What about the impacts to these homes? How will you put a price tag on the peace and quiet and the employees lost to the community?

R: The objective of the project is to avoid or mitigate negative impacts. One house is expected to be acquired east of the terminal and it is isolated in the middle of the industrial area. It should be noted that forecasts for normal growth in intermodal traffic to the year 2025 at the CN/Moterm facility are no greater than the traffic that was there in 1997-1998.

C: I don't believe that the state and federal governments will help. Jobs will be lost. Who will benefit?

R: The DIFT will not be a project that devastates a community. The concept is to return investment to the community. Additionally, there will be a regional benefit.

Q: How is the economic competition of southeast Michigan determined to be the premise of the project?

R: The economy is driven by freight delivery, as with just-in-time deliveries to the auto makers. Additionally, many large industries, not just auto makers, ship all sorts of products by intermodal. State government needs to address how to continue efficient delivery of goods to sustain the economy of Southeast Michigan and the state.

Q: What other economic development projects were explored as an alternative to intermodal development?

R: This is a transportation project, sponsored by transportation agencies. Therefore, it addresses transportation efficiencies and the resultant economic effects. Other economic development projects are the business of different non-transportation agencies.

C: We need to put numbers to the impacts that this proposal will bring. A number of local politicians are opposed to the proposal as it stands. Ferndale is surviving, but this project would bring a big hit to its tax base. This is true of general revenues and of debt service on bonds. One of the major employers that could have its property taken provides substantial financial contributions to the Ferndale water system infrastructure. It allows reasonable overall rates for the citizens. Twenty-five percent of the employment at the industries to be relocated by the proposed expansion to the east of the CN/Moterm terminal consists of Ferndale residents.

Q: When will we get more accurate data?

R: Data will be generated over the winter and another set of public meetings will be held. A draft EIS containing that information will be available for public review in the summer of 2004.

C: We have been fighting for better crossings of the railroads for years, including at 9 Mile Road. We have managed to create a second fire district on the east side of the tracks, necessary due to the lengthy times that trains occupy the crossings. A 45-minute wait time to cross the rail lines is common. This project will bring more loss of property and life. That means more rail traffic has to be justified to the community.

C: I am furious that state money would be used to cause an increase in truck traffic. I live near the entrance to the CN/Moterm terminal. Would the state use eminent domain to acquire property?

R: Fair market value assessments must be performed for all properties to be acquired for terminal expansion, if it's approved. If an agreement for purchase cannot be reached with the property owner, eminent domain would be an option usually involving a jury of your peers. All acquisition/relocation activity must meet rigorous federal/state standards. Nevertheless, the necessity of the project can be challenged in court. There are constitutional protections.

Q: If Alternative 3 became preferred and the railroads consolidated at the Livernois Yard, would the CN/Moterm terminal be phased out?

R: No. Intermodal traffic would be shifted to the Livernois Yard. However, it is likely that the railroad would continue to use the existing terminal for other rail purposes.

C: I live on Chesterfield, and the air and noise pollution are terrible. With the vibrations, I have bricks falling and plaster cracking. I can't afford any more rail.

Q: How can you give back dollars equal in value to those lost?

R: The Mayor of Ferndale indicated tax losses to the city would be on the order of half a million dollars per year. It is possible this kind of number can be covered by returning some of the economic benefits of intermodal. But, only analysis will tell for sure.

Q: Will you be in contact with local governments?

R: Yes, and already have been.

C: We believe that creation of Alternatives 2 and 3 have been designed to pit neighborhoods against one another. Neighborhoods must stand together. Our concern is that this DIFT project will have a detrimental effect on any established neighborhood. The October 1991 Consent Decree required that CN use the bridge over 8 Mile Road. That still stands. Alternative 2 will inflict financial harm.

C: Gage Products has been an active business resident of Ferndale for 67 years. We had no notice of the project. We handle and recycle hazardous waste materials under a number of permits from the Michigan Department of Environmental Quality and have won awards for our work, serving many clients including the Big Three automakers. We request better communication. We are submitting comments to that effect.

C: As Attorney for the City of Ferndale, I have profound concerns about the project. At the February meeting, Gage Products was not in the "take" area. The notification for this meeting was inadequate. Is MDOT going to go to Circuit Court to try to amend the 1991 (amended in 1993) consent decree? Why are the two sites that are being closed by Norfolk

Southern not being used? Why not continue intermodal use at these locations rather than expanding uses elsewhere? That would have the least harm.

R: With respect to the consent decree, mitigation planning will be consistent with the decree. With respect to meeting notification, flyers were hand-delivered in the area of the terminal, as well as earlier mailings. There was also an ad in the Sunday Tribune. There were articles in the Oakland Press and Tribune. With respect to the inconsistency in the need for the Gage area between what was stated today and stated earlier, this is the first time it is possible to discuss involvement of any specific private property for terminal expansion. On NS, it needs to shift intermodal business to places like the Livernois-Junction Yard to make room at its existing terminals for other rail business. No NS terminal is closing.

Q: *I got a letter from Gage that gave me information about the project. I am worried about trucks and asthma. If the project does come, will MDOT have control over the railroads with respect to dust and noise?*

R: An alternative will not be pursued that does not include provisions for the mitigation of dust and noise. The EIS is a contract which will ensure that.

C: *We've been losing jobs overseas, and Ferndale doesn't even have its own zip code. We need better representation on the east side.*

C: *Employment will be lost because of this project. We are concerned that user fees cannot replace taxes.*

C: *The track record of the existing terminal is poor. We are a 2x2 mile city. If you take our biggest taxpayer (Gage), it hurts. The effect to the east side of Ferndale is great, but effects will be felt over all of the City. Why is there no mention of improving the crossing of the railroad at Hilton and 9 Mile? I'm on the Board of Directors of the Chamber of Commerce and will recommend that the Chamber adopt a position against this project.*

- C: You should be aware that this expansion would occur on a contaminated site. The railroad ignores lighting and vibration problems that violate the existing consent judgment. Ferndale has a higher rate of cancer. Also, the asthma rate is high. Will there be a health analysis? Will actual levels be measured?*
- R: There will be a qualitative, not quantitative, analysis of air toxics. If the federal rules change over time and allow health effects to be analyzed quantitatively, that will be done.*
- C: A health effects analysis should be part of the study.*
- Q: What is the total suggested value of property to be taken?*
- R: That is not now known but will be developed through the use of state equalized value (SEV) files and information on fair market value of recent sales.*
- C: Ford Motor Company does not believe the forecasts used in the Mercer Report, which relied on automotive industry demand to support intermodal needs. Ford is pursuing a “bulls-eye” manufacturing concept where all suppliers locate within 360 miles and intermodal is not needed. Ford Motor Company does not support this project.*
- C: If I am relocated by this project, I stand to have an increase in my tax bill. I am a member of the Ferndale Chamber of Commerce and I believe that the project will be devastating.*
- C: Ferndale is a welcoming community. Safety and security are important. Hazardous materials transporting will increase our risk. Even if you buy houses three deep, the value of other houses will go down. Where would you put the displaced industrial businesses? There is no place for them to go.*
- R: In Michigan, hazardous materials represent only one percent of intermodal freight movement and, frequently, this consists of items such as paint. It should be noted that someone indicated there would be seven sets of tracks added to the terminal if it were expanded, but there would be only two new sets.*

Q: Why not line up the new intermodal service with the new border crossing by putting it at Livernois Yard? Now truck drivers have to travel from one terminal to another. I don't believe that mitigation will occur. When you say the region will benefit, what is the region?

R: We are dealing with the seven-county SEMCOG region in southeast Michigan.

Q: Why are all of the terminals in Wayne County? The railroads don't take care of their properties, and 8 Mile Road can't support additional traffic. There is a comment in the handout that says one city could not necessarily stop the project.

R: Three terminals are in existence today in Wayne County, one terminal is in Ferndale/Oakland County. In looking at historic volumes of traffic on 8 Mile Road, one can see about a 30 percent drop in traffic since I-696 opened. 8 Mile Road has more capacity than demand. The comment about "one city stopping the project" was made by one individual at the June 4 scoping meeting, the notes of which were provided as a handout at this public meeting.

C: I don't think you've adequately shown need. Projections don't appear accurate. There will be jobs lost and bad health effects, and negative effects on elementary schools. Why waste these dollars on public meetings? Someone at one of the earlier DIFT meetings said noise and air quality increases would be "inconsequential." We don't want the project.

C: I live on Chesterfield at the doorway to the terminal. Whoever thought the number of trucks on Fair Street would go up so much. Now, they don't operate at night. Instead, they park and let their engines run overnight near my house. Will there be special routes for the trucks?

R: The entrance to the terminal would be reconfigured, if the project were approved.

C: I have a number of comments and questions. I want to know how long Sherri Piacenti has been working in state government. I want to know what value is added to the three cities where I-696 went through. We should be putting this information about this project on public access channels. Not everyone has Internet access. Is this being recorded tonight? Why isn't there a sign placed outside? Can you give us a case study to show us how property values will be affected and why there will not be increased crime?

R: Regarding notification, almost 17,000 mailers were sent. Flyers were also distributed in the area around the CN/Moterm terminal. And, an ad appeared in the local newspaper. The meeting was noticed on the Ferndale public access channel. Technical Memorandum 3 of the Feasibility Study provides data on property values near freight terminals in Chicago, not unlike the one here.

Q: *Where in Chicago is that terminal?*

R: There are two terminals, at 59th Street and the Corwith terminal.

Q: *How about communities of our size? I am looking for an apples-to-apples comparison.*

R: The 59th Street site is in an area similar to the Ferndale area around the CN/Moterm terminal.

Q: *What about the area near the train tunnel?*

R: The area near the train tunnel is now being used as an intermodal terminal. The owner of one parcel within the existing terminal has canceled the lease, reducing the operating size of the terminal. Nevertheless, possible expansion of that terminal is being studied as part of this project.

Q: *What health jobs will result from the project? I'm a nurse, and I think it's ironic that health jobs would result from the project. I think you're using obsolete data for I-696.*

R: The earlier discussion addressed training for jobs and development of health-related facilities, not jobs in the health industry. Records show that when I-696 opened, it caused about a 30 percent drop in traffic on 8-Mile Road.

C: *As a 30-year resident of Ferndale, I'm concerned about the increase in crime. Gangs break into the rail yards to get goods. Most of the intermodal movement seems to go south. Why not build at Livernois?*

R: We are looking both here in Ferndale and in Southwest Detroit for alternatives to address intermodal demand.

C: *Trains are now being run by remote control and sometimes they'll go over local crossings. This occurs over seven crossings in the River Rouge area.*

R: We know of no remote-controlled trains operating outside of the yards.

Q: *I'm a 54-year resident of the area. Who owns the railroads? Where are their headquarters?*

R: CSX has stockholders who own that company, and has its headquarters in Jacksonville, Florida. Canadian Pacific is also shareholder-owned, with headquarters in Canada. Canadian National has headquarters in Toronto. U.S. shareholders own the majority of CN. Norfolk Southern, also owned by shareholders, is headquartered in Norfolk, Virginia.

C: *If the Gage Company is taken by the project there will be lost revenue to Ferndale. We could recoup some costs by putting a truck inspection station at the entrance to the terminal.*

Q: *On the issue of security, what about the 100-foot light towers?*

R: There are two issues with respect to light. One is safety: the ability to work within the yard without accident, and that requires a certain amount of light. The second is security, which is protection from crime. This is dependent on a number of factors, including policing, fencing and lighting.

C: *There is too much light now. Also, when I open my windows at night, I hear banging from the repair shop. I don't believe the old equipment will be changed-out. What does MDOT do for the property owners who aren't relocated but have to stay? I know that the railroad has already budgeted dollars for the tickets they get when they occupy crossings too long and get fined. This has been a problem since the 1980s.*

C: *I would like to see something in writing with respect to noise abatement proposals.*

R: The speaker received MDOT's Noise Policy.

C: *I want to know how eminent domain was applied in the Chicago case.*

R: The information in Technical Memorandum 3 about the Chicago terminal areas was related to property values. The use of eminent domain in Chicago was not studied.

Q: At the CP/Expressway terminal, why was the lease terminated for a portion of the land?

R: The owner of the Ambassador Bridge is in competition with CP/Expressway because of their sponsorship of the Detroit Tunnel Project. He felt it was in his best interest to cancel the lease with CP/Expressway. Two options are being examined at the CP/Expressway terminal, one of which would include that “canceled lease” land in an expanded terminal, and one would not.

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Edison Oakland Public School Academy

22111 Woodward Avenue, Ferndale

Attendance

	<u>Name</u>	<u>Address</u>	<u>City/State</u>	<u>Zip Code</u>
1.	Fatima Aidibi	26966 Rochelle	Dearborn Heights, MI	48127
2.	Heidi Alcock	Detroit City Planning	Detroit, MI	48226
3.	Scott Anderson	750 Channing	Ferndale, MI	48220
4.	Caolyn Angelo	1460 E. Chesterfield	Ferndale, MI	48220
5.	Sandra Armstrong	634 Channing	Ferndale, MI	48220
6.	Melvin Askew	18695 Birchcrest	Detroit, MI	48221
7.	Dennis N. Augustson	1550 Spencer	Ferndale, MI	48220
8.	Bill Axtell	813 W. Drayton	Ferndale, MI	48220
9.	Shirley Bennington	750 E. Chesterfield	Ferndale, MI	48220
10.	Carl Berger	965 Wanda Ave.	Ferndale, MI	48220
11.	Bart Blanchard	674 Jewell	Ferndale, MI	48220
12.	Marie Burch	910 Silman	Ferndale, MI	48220
13.	Donna Campbell	581 E. Webster	Ferndale, MI	48220
14.	J. Carter	751 E. Chesterfield	Ferndale, MI	48220
15.	Dan Christ	200 E. Long Lake Ste. 110	Bloomfield Hills, MI	48304
16.	Pat Cissell	1079 Wittington	Ferndale, MI	48220
17.	Brian Cooley	685 Spencer	Ferndale, MI	48220
18.	Ryan Cooper	775 Jewell	Ferndale, MI	48220
19.	Dave Coulter	212 Channing	Ferndale, MI	48220
20.	B. Cowell	1350 Spencer	Ferndale, MI	48220
21.	Ray Crucet	268 Pearson St.	Ferndale, MI	48220
22.	Tiffany Curry	4335 W. Fort. St.	Detroit, MI	48221
23.	Linda Daly	791 Jewell	Ferndale, MI	48220
24.	Jean Davis	1531 Pinecrest	Ferndale, MI	48220
25.	Sheila Dodson	660 Jewell	Ferndale, MI	48220
26.	Karen Duby	1461 E. Chesterfield	Ferndale, MI	48220
27.	Anne Durfew	751 E. Chesterfield	Ferndale, MI	48220
28.	David Durham	821 E. Webster	Ferndale, MI	48220
29.	Karen Emerson	1127 Rosewood	Ferndale, MI	48220
30.	Marv Evarts	736 Channing	Ferndale, MI	48220
31.	Tellis Everett	810 E. Webster	Ferndale, MI	48220
32.	Robert Fisher	780 Jewell	Ferndale, MI	48220
33.	Richard Ford	663 Saratoga	Ferndale, MI	48220
34.	Donald Foshey	750 Channing	Ferndale, MI	48220
35.	Ellen Frazze	839 E. Bennett	Ferndale, MI	48220
36.	Ronald Frazze	839 E. Bennett	Ferndale, MI	48220
37.	Faith M. Frederick	928 Channing	Ferndale, MI	48220
38.	Scott Fritz	2055 Livernois	Ferndale, MI	48220
39.	Florence Furman	145 Willimington	Ferndale, MI	48220
40.	Stacy Galazin	840 Spencer	Ferndale, MI	48220
41.	Scott Galloway	543 Kensington	Ferndale, MI	48220
42.	Michele Garcia	341 W. Troy	Ferndale, MI	48220
43.	Dennis Gemmi	424 University	Ferndale, MI	48220
44.	Nancy Goedert	381 W. Woodlan	Ferndale, MI	48220
45.	Lisa Goldstein	PO BOX 09400	Detroit, MI	48209
46.	James Green Jr.	840 Camden St.	Ferndale, MI	48220
47.	Cynthia Gropp	660 Jewell	Ferndale, MI	48220
48.	Judy Hackstock	580 Jewell	Ferndale, MI	48220
49.	Eric Henrickson	3001 Goodiron	Ferndale, MI	48220
50.	Jennifer Herman	831 Camden	Ferndale, MI	48220
51.	Shirley Herron	691 E. Marshall	Ferndale, MI	48220
52.	Mark Hnede	793 Channing	Ferndale, MI	48220

	<u>Name</u>	<u>Address</u>	<u>City/State</u>	<u>Zip Code</u>
53.	John Higberg	517 E. Saratoga	Ferndale, MI	48220
54.	Beth Holland	257 W. Chesterfield	Ferndale, MI	48220
55.	Bob Hunt	Wayne County	Detroit, MI	48226
56.	Mila Jackson	533 W. Troy	Ferndale, MI	48220
57.	Karen Kavanaugh	7752 W. Vernor	Detroit, MI	48210
58.	Andrew Kazmirczak	790 E. Webster	Ferndale, MI	48220
59.	Bruce King	DEA	Detroit, MI	48226
60.	Patrick Kinney	820 Jewell	Ferndale, MI	48220
61.	Jackie Koivy	1100 Pinecrest	Ferndale, MI	48220
62.	Angie Koskinen	1381 E. Chesterfield	Ferndale, MI	48220
63.	Robert Koskinen	1381 E. Chesterfield	Ferndale, MI	48220
64.	Anne Krawczyk	880 Jewell	Ferndale, MI	48220
65.	Jeffrey Kroon	540 E. Hazlehurst	Ferndale, MI	48220
66.	Jane Kyriacopoulos	20176 Brianclift	Detroit, MI	48221
67.	John Kyriacopoulos	20176 Brianclift	Detroit, MI	48221
68.	Douglas Lake	525 E. Saratoga St.	Ferndale, MI	48220
69.	Felicity Leddy	20240 Littlefield	Detroit, MI	48221
70.	B. Legault	911 W. Oakridge	Ferndale, MI	48220
71.	Paul Levondosni	644 Jewell	Ferndale, MI	48220
72.	Steve Lindblom	845 Jewell	Ferndale, MI	48220
73.	Susan Lindson	1639 Camden	Ferndale, MI	48220
74.	Gerald Link	1585 Jewell	Ferndale, MI	48220
75.	Juliann Link	1585 Jewell	Ferndale, MI	48220
76.	Michael Linton	241 Leroy	Ferndale, MI	48220
77.	Sue Lozenicti	680 E. Chesterfield	Ferndale, MI	48220
78.	Nicole Lucas	775 Jewell	Ferndale, MI	48220
79.	Dennis Manning	19155 Glendale	Detroit, MI	48223
80.	David Marnuardt	18975 Birchcrest	Detroit, MI	48221
81.	Donna McCullough	715 Wordsworth	Ferndale, MI	48220
82.	Amanda McDonald	1351 Jewell	Ferndale, MI	48220
83.	Lois McLain	696 Spencer	Ferndale, MI	48220
84.	Andy Meisner	582 E. Drayton	Ferndale, MI	48220
85.	Lori Mello	853 Spencer	Ferndale, MI	48220
86.	Rich Mello	800 Spencer	Ferndale, MI	48220
87.	Carl Menger	393 E. Cambourne	Ferndale, MI	48220
88.	Louise Mercore	1450 Spencer	Ferndale, MI	48220
89.	Julie Mileskig	24101 Beech Rd.	Southfield, MI	48034
90.	Monica Mills	275 W. Breckenridge	Ferndale, MI	48220
91.	Anne M. Mondo	881 Spencer	Ferndale, MI	48220
92.	Janet Narich	706 Pinecrest	Ferndale, MI	48220
93.	Dorene Neusius	749 Camden	Ferndale, MI	48220
94.	Judith Newesh	20154 Renfrew	Detroit, MI	48221
95.	Stacey Newma	407 E. Nine Mile	Ferndale, MI	48220
96.	Brian Nicholl	1475 E. Chesterfield	Ferndale, MI	48220
97.	Paul Nye	The American Road	Dearborn, MI	48220
98.	Frank O Donnell	13677 Albany	Ferndale, MI	48220
99.	John E. Ortoleva, Jr.	775 LaPrairie	Ferndale, MI	48220
100.	Judy Palmer	285 W. Hazelhurst	Ferndale, MI	48220
101.	Robert Patterson	640 W. Drayton St.	Ferndale, MI	48220
102.	Randall Peterson	466 W. Hazelhurst	Ferndale, MI	48220
103.	Dan Plaszni	479 W. Woodland	Ferndale, MI	48220
104.	Bob Porter	855 Marshfield	Ferndale, MI	48220
105.	Rosemary Puzad	386 W. Chesterfield	Ferndale, MI	48220
106.	Tom Randazzo	821 Wanda	Ferndale, MI	48220
107.	Vitula Reese	1510 E. Webster	Ferndale, MI	48220
108.	William Reece	436 Spencer	Ferndale, MI	48220
109.	Resident	581 Camden	Ferndale, MI	48220
110.	Resident	781 Camden	Ferndale, MI	48220
111.	Derek & Iris Riethmeier	1642 E. Webster	Ferndale, MI	48220
112.	Lowell Rodd	1250 Wordsworth	Ferndale, MI	48220
113.	Maripat Ruthan	505 E. Chesterfield	Ferndale, MI	48220

	<u>Name</u>	<u>Address</u>	<u>City/State</u>	<u>Zip Code</u>
114.	Darrell Ruttan	505 E. Chesterfield	Ferndale, MI	48220
115.	Olga Savic	Rep. Steve Tobocman	Ferndale, MI	48220
116.	Neal Schillen	1685 Garfield	Ferndale, MI	48220
117.	Gerard Schmid	21600 Woodward	Ferndale, MI	48200
118.	Cathy Schneider	791 Jewell	Ferndale, MI	48220
119.	Michelle Schneider	691 E. Chesterfield	Ferndale, MI	48220
120.	Dollie L. Schrader	840 Gardendale	Ferndale, MI	48220
121.	Kevin Shelton	771 E. Chesterfield	Ferndale, MI	48220
122.	A Sinclair	361 E. Marshall	Ferndale, MI	48220
123.	R. Sinclair	885 W. Oakridge	Ferndale, MI	48220
124.	Mary Sitter	426 Spencer	Ferndale, MI	48220
125.	Ed A. Skibbe	543 E. Saratoga	Ferndale, MI	48220
126.	Donald Smith	803 Channing	Ferndale, MI	48220
127.	Donald Ray Smith	65 Cadillac Square, Ste. 1300	Detroit, MI	48220
128.	Peggy Snow	631 E. Drayton	Ferndale, MI	48220
129.	Alan Soave	1120 E. Nine Mile Rd.	Ferndale, MI	48220
130.	Richard Stacy	20026 Shrewburg	Detroit, MI	48221
131.	Sharon Stahl	821 Wanda	Ferndale, MI	48220
132.	George Stern	1209 Westwood	Ferndale, MI	48220
133.	Jean Sterrett	398 W. Hazelhurst	Ferndale, MI	48220
134.	Sandra Strong	749 E. Webster	Ferndale, MI	48220
135.	GM Strzalkowski	771 Wordsworth	Ferndale, MI	48220
136.	Kevin Strzalkowski	714 Wordsworth	Ferndale, MI	48220
137.	Tim Sulter	426 Spencer	Ferndale, MI	48220
138.	Mark Tarrauce	780 Jewell	Ferndale, MI	48220
139.	Dale Teachout	790 Wordsworth	Ferndale, MI	48220
140.	Chris Templeton	1478 E. Chesterfield	Ferndale, MI	48220
141.	Bruce Thompson	965 Wanda Ave.	Ferndale, MI	48220
142.	Dan Tierny	721 Channing	Ferndale, MI	48220
143.	Shannon Tierney	721 Channing	Ferndale, MI	48220
144.	Julius R. Tomaszewski	1384 E. Webster	Ferndale, MI	48220
145.	Joe Trice	825 W. Drayton	Ferndale, MI	48220
146.	Chuck Tucker	521 E. Cambourne	Ferndale, MI	48220
147.	Darwin Tutile	1250 Wordsworth	Ferndale, MI	48220
148.	Mary Lou Tutile	1250 Wordsworth	Ferndale, MI	48220
149.	Paul Umlant	831 Jewell	Ferndale, MI	48220
150.	Monique Vandekerkhaf	1684 Wordsworth	Ferndale, MI	48220
151.	John Varney	285 W. Hazelhurst	Ferndale, MI	48220
152.	Heather Verbaan	791 Wordsworth	Ferndale, MI	48220
153.	Karla Voight	666 Pearson	Ferndale, MI	48220
154.	Rosemary Weatherspoon	326 Veroy	Ferndale, MI	48220
155.	Joan D. Weaver	1220 Wordsworth St.	Ferndale, MI	48220
156.	Darrill Welsh	814 Wittington	Ferndale, MI	48220
157.	Michael Whims	30900 Stone Ridge #7315	Wixom, MI	48393
158.	Patricia Whittaker	771 E. Chesterfield	Ferndale, MI	48220
159.	Lois Wiggins	841 Channing	Ferndale, MI	48220
160.	Laura Kane-Wikowski	707 Spencer	Ferndale, MI	48220
161.	Arthur Williams	749 E. Webster	Ferndale, MI	48220
162.	Kenneth Willis	325 E. Chesterfield	Ferndale, MI	48220
163.	Paul Wilson	761 Jewell	Ferndale, MI	48220
164.	Walt Winter	618 Camden	Ferndale, MI	48220
165.	D'Anne Witkowski	840 Spencer	Ferndale, MI	48220
166.	Walter Wright	801 Spencer St.	Ferndale, MI	48220
167.	Claudia Young	1536 Orchard	Ferndale, MI	48220
168.	Mike Young	1536 Orchard	Ferndale, MI	48220
169.	Nelson Zajac	435 Spencer	Ferndale, MI	48220

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